My darling tender and true ! Tender and true, In your eyes I gazed, And my heart was sale, I knew! Your trusting smile Was pure of guile, And I read in sooth On your brow's fair youth. The earnest of loyal trust and truth,

My darling tender and true! Tender and true, All my own at last! My blessing for all life through— In death as life,

My own loved wife-Mine—mine at last,
All troubles past—
And the future all happiness, deep and vast.
My darling tender and true.

Will of the Late Hon, Samuel D. Bradford, of Massachusetts.

From the Boston Traveller, December 26. The executors of the will of Hon, Samuel D. Bradford, of West Roxbury, recently deceased, are Messrs, Arthur N. Austin. of West Roxbury,

and Pascall W. Turney, of New York. The total amount of property left by Mr. Bradford was \$1,500,000. This sum was bequeathed as follows in his will dated January 12, 1861:—

To his wife, Julia Susan Bradford, all his household furniture, plate, jewelry (not otherwise bequeathed), his estate, dwelling, outbuildings, etc., in West Roxbury, and the income of the sum of \$300,000 during her life, with the testimentary disposal of \$50,000 of it. ientary disposal of \$50,000 of it. To the Second Parish Church in West Rox

bury, \$10,000.
To Mrs. Mary R. Bradford (widow of his late cousin) the sum of \$3000.

To his cousin, Samuel Bradford, of Philadel-

phia, \$20,000. To the child of his late cousin, John Bradford, \$5000; Russell Bradford, of West Roxbury, \$5000; Samuel Bradford Denney, \$3000; Joseph L. Graham, President of a New York Insurance Company, \$3000, To the Society for the Relief of Aged and Des-

titute Clergymen in Boston, \$5000. Simeon N. Dexter, of New York, \$3000. Harvard College, Cambridge, \$5000, to be appropriated as the Board of Overseers see fit. Middleboro College, in Vermont, \$5000.
Samuel J. Briggs, of Roxbury, \$2000.
Mrs. Anne Gray Turney, of New York, \$2000.
The income of \$20,000 to his sister, Hannah

Bradtord, during her life. F. Lathrop, of Boston, \$500; S. W. Bucking-lam, \$500; W. D. Hall, \$500; James Dowling, \$500. The residue of his property—amounting ham, \$500: to over \$1,000,000—he placed under trust for his two sons, Samuel Dexter Bradford and J. Henry

In two codicils, dated April 11, 1864, and October 4, 1864, he bequeathed the income of \$10,000 more to his sister, Hannah Bradford, Also \$10,000 more to J. Russell Bradford, of West Roxbury. To Samuel Bradford, of Philadelphia, un additional sum of \$10,000.

To Sarah and Robecca, daughters of the late J. Bradford, an additional \$15,000. Mrs. Eliza Billings and her sister Ann Billings, of West Rox-

bury, are to receive \$1000 each.

Mrs. Sarah H. Dana, \$1000; Catharine M. Lamson, of Detham; Captain Francis Davis, of South Boston; W. H. Milton, of West Roxbury; Isaac Lee, of Philadelphia; Wm. H. Barstow, Francis Barstow, Joseph Walker, D. D., G. E. Ellis, D. D., and Joseph Dowling are each bequeathed the sum of \$500. These bequests are all to be paid within one year, or sooner, if the trustees see fit.

His will also provides that the expenses incurred by the trustees in taking care of his pro-shall be taken out of the estate.

Something about Stamps.

An idea of our national habits of letter writing may be gathered from some statistics concerning stamps, which are furnished by a New York correspondent of the Cincinnati Gazette. The contract for furnishing the stamps was given in 1861 to the National Bank Note Company, which now annually supplies 220,000,000 more stamps than in the first year of the contract. During sent year the Company has already furnished Government 400,000,000 stamps, and the demand has frequently exceeded a million and a half per diem; the largest number ever deliv-ered in one day being 5,923,895. The consumption of stamps of different values may be under-stood from a statement of the proportions manu-factured in the month of March last, when there were delivered to the Government of

822,900 480,800 140,650 19,490 ******************

sometimes run constantly night and day, and to avoid error in accounts, a daily balance of the business is struck. It is stated to the credit of the Company, that in furnishing the immense number of the stamps mentioned representative of a value of \$40,000,000-not a single loss involving censure to the Company has occurred. Not the least surprising fact of the whole is that the stamps are printed, perforated, gummed, and packed (for delivery from the Company's office to all the post offices in the nited States) for twelve cents a thousand. The ompany has promptly met all the demands pon it at this rate, when the prices of mate-ial bave trequently involved an actual loss in the fulfilment of the contract.

The New British Parliament.

The Financial Reform Almanack (in England they will spell "almanac" with a k) gives an analysis of the new Parliament from which we gather the following:-

The House of Lords consists of 433 members, of whom 231 are classed as conservatives, 184 as liberals, and twenty as of politics undefined. Of peers of the realm who are minors, there are two lukes, three marquises, eleven earls, and four barons. The Irish representative peers sit for life; the Scotch are elected only for the duration of each parliament. Three peers are of the blood-royal.

The House of Commons has six hundred and thirty-eight members, but three of them have died since the last elections—Lord Palmerston, Colonel Watkins, and Mr. Treburne. The Liberals numbered three hundred and sixty-six, and the Conservatives two hundred and ninety-one. The constituencies in the United Kingdom are

thus classified:-PLACES WITH FEWER THAN PIPTY THOUSAND IN-

	11 35 17 × 31 - 4 E	200	
12 in 17 in	England, with	516,899	Electors 148,940 10.065 20.118 18,420
230 in	United Kingdom	8 478 407	187,478
	S WITH UPWARDS OF I	PIFTY THOU	SAND IN-
2 in	England, with* Wales, with Scotland, with Ireland, with	141 868	297,470 8,304 45,805 16,025
44 in	United Kingdom	7,181,578	358,094
-A	person's character of	depends a	good deal

upon his bringing up. For instance, a man who has been brought up by the police seldom turns

A WIFTY FRANCHMAN ON LIFE INSURANCE.— The witty and versatile Edmond About has just published in Paris a volume on Life Insurance, (Les Questions d'Argent, Assurance), in which he treats a dry, statistical subject with a pleasant play of fancy. In one curious passage he con-cludes that for every man whose life is insured in France there are seven thousand insured in England; and yet there are certain circum-stances that would render the practice of life insurance of particular advantage to Frenchmen. For example, under the French law of succession the proprietor of a landed domain, a mine, or a house of business, if he desire that it should survive him, would do wisely either to be con-tent with one child-in which case he runs the risk of losing him, and having none at all-or risk of losing him, and having none at all—or else to insure his own life for an amount sufficient to buy out the interests of his other children. How is it that in France so few among the many who ought to do so insure their lives? "Do not ask me," says M. About; "I cannot tell you." Do not ask them; they would be still more at a loss for a reply. How can you expect people to think of the future of their wives and children when they hardly possess the instinct of self-preservator? The Evenchman lives from of self-preservation? The Frenchman lives from day to day: he knows not for whom friendly societies have been founded; he has heard say that there is a fund for deferred annuities for his old age; but just try and persuade him, if you can, that he will not always be young,"

QUALIFICATIONS FOR PROMOTION.—Applicants desiring to appear before the Examining Board for promotion to Lieutenaucies in the Regular Army must have served for two years.

AUCTION SALES.

C

Under and by virtue of the power vested in me by an Indenture of Morizage upon the property hereinaster described, executed by the Tyrone and Clearfield Railivad Company to me as Trustee, dated the 12th day of May. A. D. 1859, and recorded in the office for Recording Deeds, etc.. in and for the county of Bhir, on the 18th day of May. A. D. 1859, in Morizage Book "A." pages 505-4-5-6-7 and 8, and in the office for Recording Deeds, etc.. in and for the county of Centre, on the 12 h day of May. A. D. 1859, in Morizage Book "E." page 170, etc., to secure the pay ment of bonds of said Company to the amount of two hundred and twenty-five thousand dollars, and default having been made for more than ninety days after the same has been demanded, in the payment of the interest due on more than fitty thousand dollars in amount of the bonds secured by said morizage, and having been requested in writing by the holders of more than fitty thousand dollars in amount of the constant defaults in amount of the said bonds the payment of the interest on which has been so demanded from said Company, and been so refused by them, to sell at public at ction, upon the notice and terms in the said morigage mentioned, the premises therein referred to, and to fulfil by such as e the duties imposed in accordance therewith, and to discharge my duty as trustee in respect to the premises, I. JOHN EDGAR THOMSON Trustee, as accressed on Marigage in trust for the holders of the bonds secured by said morigage. DO Harris (IVE NOTICE, that in pursuance of the power aforesaid vested in me for that purpose by the said indenture of morizage, and in exercise of the discretion the holders of the bonds secured by said morigage. DO Harris and the said wested in the city of Philadelphia, by the hands of M. Thomas & Sons, auctioneers, and upon the terms and conditions hereimater stated expose to public sale by vendue or outery, and will there sell to the highest and best bidder for the same, the property conveyed to me in morigage as aloresaid and next menti The whole of that section of said Tyrone and Cicar-field Rallroad from the point ofintersection with the Tyrone and Lock Haven Rallroad, near Tyrone. Bialr county, Pennsylvania, as the same is now constructed, together with all and singular, the railways, ralls, bridges, fences privileges, rights, and all real property of every description, acquired by and belonging to said Company, and all the toils, income, issues, and profits to be derived and to arise from the same, and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or produced therefor.

thereon or procured therefor.

A more specific and detailed statement of the items of property, included and referred to in the foregoing description, may be given as follows: scription, may be given as follows:

All that section of the said Tyrone and Clearfield Ballroad as now located and built, beginning at the point of
intersection of the said Tyrone and Clearfield Ballroad as now located and built, beginning at the point of
intersection of the said Tyrone and Clearfield Ballroad
with Baid Fagle Valley Ballroad, formerly the Tyrone
and Lock Haven Railroad, near 'yyrone, Blair county,
taence extending northwardly to and through the
borough of Philippburg, Rush township, Centre
county, and there terminating Said section of said
railroad, between the points aforesaid, being about
twenty miles in length. Together with the right of way
for the same, with such additional widths as are required
by the slopes of excavations and embankments.

SIDINGS

connected with said section of said Road and belonging to said Company, between said points, and the right of way for the same, or the number and length following, viz.:—

At Mount Pleasant one siding about 200 feet long.
At 11% mile Post, one quarry siding about 383 iee; long.
At Summit, 13th Mile Post, a second track siding about 1350 feet long.
At Summit, one Y and level siding, and one level siding north or Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sidings being about 1000 feet.

about 1600 feet.
At Sandy Ridge, a siding about 1288 feet long.
At Powelton, a Y about 1288 feet long, and two sidings about 2784 feet, total length, with the right of way for At Powelton, a Y about 1268 feet long, and two sidings about 2784 feet, total length, with the right of way for the same.

At Oscoola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad, to a warehouse lot owned by the said Tyrone and learfield Railroad Company, in said town of oscoola, Decatur township, Clearnield county, about 2075 feet long; and the other of which extends from a poir ton the said last-named track immediately west of the crossing of Moshannon creek to Miller's Coal Mirce, in said Decatur township, Clear field county, about 2354 feet long, and also 550 feet saidifional Railroad track extending up Moshannan crack; together with the right of way therefor, and all embankments, cuttings, bridges, and trestic-works necessary heretor.

neretor.
At Dumbar, one siding about 370 feet long.
At Steiner's, one siding about 223 feet long.
At Philipsburg, three sidings about 1500 feet total

At Philipsourg, three similes about 1999 feet total length.

At Gardener's Station, near Eighth Mile Post,a Water Station, for 66 by 100 feet, together with a water station, 14 feet by 14 feet, with all water rights and fixtures, lands, and appurtenances needful therefor.

At Mount Pleasant a Water Station, 16 feet by 16 feet, with all the water rights and fixtures, lands, and appurtenances needful therefor.

At Sandy Ridge, a Water Station, 14 feet by 14 feet, with woodsheds attached, and all water rights, fixtures, lands, and appurtenances needful therefor.

One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearlied county.

One warehouse to, containing 1st, perfects, student in the town of Osceola, Decatur township, Clearied county.

At 21% Mile Post, a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsbarg, one station lot, containing 48 perches with one trame bassenger station, 50 feet by 20 feet, and one temporary frame warchouse, 50 feet by 20 feet, built thereon.

At Philipsburg, one lot or piece of ground, containing 4 85-109 acres with One frame warchouse, 90 feet by 30 feet.

One frame warchouse, 90 feet by 50 feet.

One frame warchouse, 90 feet by 50 feet.

One frame warchouse, 90 feet by 50 feet.

One frame warchouse, 90 feet by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtanances, needful thereor.

AND GENERALLY,

All the lands, railways, rails, bridges, culverts, trestieworks, tool-houses, coal-houses, wharves, fences, rights of way, we rischops, machinery, stations, depots, depot-grounds, works, masoury, and other supersympture, real estate buildings, and improvements of whatever nature or kind, appertathing or belonging to the above-mentioned property, and to the said section of said Tyrone and cleatfeld Railroad, and owned by said Company in connection therewith.

TERMS OF SALE.

ever nature or kind, appertaining or belonging to the shove-mentioned property, and to the said section of said Tyrone and Cleanfeld Railroad, and owned by said Company in connection therewith.

The said Railroad Sidings Real Estate and premises, mentioned in the said morigage, and above described, will be exposed to sale entire and in one lot and the tellowing terms and conditions will be observed in the making of the said sale:

The purchaser will be required to pay \$19,000 of the purchase money in cash at the time of the sale, and in case any of the holders of any of the bonds of the Tyrone and Clearfield Railroad Company, and secured by the morigage executed by the said Company, and secured by the morigage executed by the said Company, and secured by the morigage executed by the said Company, and secured by the morigage executed by the said conspany to the said purchase money make payment within twenty days atter said sale, either in whole or the residue of the said purchase money make payment within twenty days atter said sale, either in whole or in pert by transferring and delivering to the said John Edgar Thomson, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by him or them. In whole or in pert of the said baines of the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said bonds or coupons may be respectively entitled to receive according to the terms of said morigage, for which share or dividend the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said morigage, for which share or dividend the said holders or the said bonds or coupons shall be deemed and taken to be a discharge and acquittance; and the balance of the said purchase money if any shall be paid by the said payment of said such purchase of the said purchase money from the payment or said surface or purchases of the said sale, shall be paid to th

Land Palled The Title of the

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DELAWARE MUTUAL SAFETY INSURAN COMPANY, INCORPORATED BY THE LEGISLATURE.

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INCORPORATED 1804—CHARTER PERPETUAL, No. 22M WALNUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE this Company insures from foss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

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FIRST CABIN PASSAGE TO NEW ORLEANS FORTY DOLLARS, \$40. THE NEW STEAMSHIP MISSOURI,

JAMES SHERMAN, Commander, Will sail from NEW YORK, SATURDAY, January 6 carrying passengers at above low rates. The well-known and popular steamship MATANZAS. WILLIAM LEISEGANG, Commander, will follow Janu-

FOR SAVANNAH DIRECT-Weekly Line, The splendid new steamship SAN JACINTO, Captain Loveland, will sail Saturday, January 6, and be succeeded by the SAN SALVADOR, Captain Atkins, Saturday, January 18. For Tickets apply to

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THE SEABOARD AND ROANOKE RAILROAD OPEN.

CHANGE OF HOUR.

On and after Thirsday next (30th November) the steamers of the OLD RAY LINE will leave BALTIMORE to FORTRESS MONEOE and NORFOLK at 4% o'clock P. M.

We now offer to the public, by this route, unsurpassed We now offer to the public, by this route, unsurpassed accommodations, in having two such steamers as the THOMAS KEL-M and ADELAIDE.

Passengers leaving Baitmore at 4% o'clock P. M. will arrive at Norfolk in time to connect with the James Biver steamers for CITY POINT and RICHMOND.

The Seaboard and Ronnoke Railroad being now open, this is the only line by which connections can be made with it at Portsmouth for Suffolk Blackwater. Edenton, Plymouth. Weldon. Raleigh. Goldsboro. Newbern. Wilmington, and all points on the great Southern route.

Passengers going to any point south of Norfolk will rind this to be the most expeditions and the cheapest route.

Through tickets from Baltimore to Weldon, N. C., \$12 only.

Through Tickets can be obtained at all the depots of the principal Northern. Eastern, and Western cities, and Washington City, D. C.

Be particular to procure tickets by the old-established BAY LINE!

State Rooms and Meals extra.

The State Room accommodations are unsurpassed, and the table well supplied.

Passengers taking the 8 A. M. train from New York, have ample time to dine in Baltimore.

Passengers leaving Philadelphia at 8-15 or 11-50 A. M., will connect with this line at Baltimore.

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Passengers and their baggage transported free between railroad depots and steamers.

M. N. FALLS, President.

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November 30 1865.

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STRAM TO LIVER POOL.—
Saling at QUEENSTOWN. The Inman Line, saling a mily weekly, carrying the U.S. Mail.
ETNA, Saturday, December 30.
CFFY OF MANCHESTER, Wednesday, January 3.
EDIN BURGH, Saturday, January 3.
First Cabin to London 25 00 Steerage to London... 34 00
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Passengers also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates.

Passage by the mail steamers, saling every SATURDAY, payable in gold Passage by the min week steamers, payab e in United States currency.
Passage by the Wednesday steamers:—Cabin, 890, Steerage passage from Liverpool or Queenstown, 830 gold, or its equivalent. Tickets can be bought here by persons sending for their triends.

For further information apply at the Company's Offices
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For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 124 S. DELAWARE Avenue. terms, apply to WILL DELAWARE Avenue.

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Orders left at No. 206 S. Fifth street, No. 22 S. Seventeenth street, or through Despatch or Post Office, promptly attended to
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THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED TREEDFORE. TREEDFORE. TREEDFORE. TREEDFORE.

RAILROAD LINES.

PHILADELPHIA. WILMINGTON, AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, October 22, 1865. Trains will
leave L. pot corner BROAD Street and WASHINGTON
Avenue, as follows:

Fapress Train at 4 05 A. M. (Mendays excepted), for
Baltimore and Washington, stoppins at Wilmington.
Peryville, Havre-de-Grace, Aberdeen, Perryman's, and
Magnells.
Way-Mail Train at 8:15 A. M. (Sundays excepted), for
Baltimore stopping at all regular stations, connecting
with Delaware Reilroad at Wilmington reveniebury and
intermediate stations. with Delaware Bailroad at Wirnington for sailsbury and intermediate stations.

Express Train at 1 is P. M. (Sundays excepted) for Ba timore and Washington stopping at Chester Wilmington Ekicon, Perryville, and Havre-de Grace.

Express Train at 4:06 P. M. (Sundays excepted) for Bailimore and Washington, stopping at Wilmington, Express Train at 4:06 P. M. (Sundays excepted) for Bailimore and Washington, stopping at Wilmington, Sewark, Fikton Northeast, Perryville, liavre de-Grace Perryman's, Edgewood, Magnelia, and Stemmer's Run, Night Express at 11:15 P. M. for Baitimore and Washington, Stopping at Chester Wilmington, Newark, Eikton, Northeast, Perryville, and Havre de Grace.

Passengers by Bont from Baitimore for F-BRIES48 MONROE, NORFOLK, CITT POINT and BICHMOND will take the 6:16 A. M. Train.

As an additional accommodation for those holding tickets for these points a Special Car will leave the Philadelphia Depot at 11:45 A. M., connecting at Gray's Ferry with the Morning Everess train from New York, WILMINGTON, ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington. Wilmington.
Leave Philadelphia at 11 15 A. M., 2 30, 5:00 7:00, and 10:00 P. M. The 3:30 P. M. train connects with Delaware Railrond for Milford and intermediate stations.
Leave W. mington at 7:00, 8:15, and 9:30 A. M.; 3:00 and 4:50 P. N.
Trains for liew Castle leave Philadelphia at 8:15 A. M., 3:30 and 5:00 P. M.
THROUGH TRAINS FROM BALTIMORE.
Leave Wilmington at 12:00 M., 4:27, 8:02, and 9:54 P. M.

P. M. CHESTER FOR PHILADDLPHIA.
Leaves Chester at 8 61, 8 59, and 10 14 A. M; 12 36, 2 43, 459, 534, and 8 38 P. M.
FROM BALTIMORE TO PHILADELPH'A.
Leave Baltimore 8 25 A. M., Way Mail: 1-10 P. M.,
Express; 4 10 P. M., Way Train; 6 35 P. M., Express; 25 P. M., Express; Express; 4'10 P. M., Way Train; 6'25 P. M., Express; 925 P. M., Express; 925 P. M., Express TRAINS FOR BALTIMORE
Leave Chester at 8 56 A. M., 1 56 and 11 50 P. M., Leave Wilm ngton at 5 13, 9 46 A. M.; 2 25, 5 10 P. M., 12 25 A. M.

12 25 A. M. SUNDAY TRAINS.

Express Train at 4 65 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perrymae's, and Magnolia.

Night Express at 11-15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Electon, Northeast, Perryville and Havre de Grace.

Accommodation Train at 10 P. M. for Wilmington and way stations.

Accommodation Train at 19 P. M. for Wilmington and way stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9:25 P. M. stopping at Havre deGrace, Perryvile and Wilmington, Also stops at Eleton and Newark (to take Passengers for Philadelphia, and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore or Washington.

A special train will leave Wilmington for Philadelphia. A special train will leave Wilmington for Philadel-phila at 6:30 P. M. Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 604 P. M. H. F. KENNEY, Superintendent.

R E A D I N G R A I L R O A D GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL.
SUSQUEHANNA. CUMBERLAND,
AND WYOMING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER AFRANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTERN'TE and CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING MAIL

and CALLOWHILL Streets, Philadelphia, at the following hours:— MORNING MAIL.

At 8:00 A. M. for Reading, Lebanon, Harisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester. Niagara Falis, Buffalo Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg Hagerstown, etc. etc.

This train connects at BEADING with the East Pensylvama Baliroad trains for Allentown, etc.; and with the Lebanon Valley train for Harrisburg etc.; PORT CLINTON with Catawissa Raliroad trains Williamsport, Lock Haven, Einila, etc.; at HAR RISBURG with Northern Centrai, Cumberland Valley and Schuyikii and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. grove, etc.

Leaves Philadelphia at 3:30 P. M., for Reading, Potts-ville, Harrieburg, etc., connecting with Reading and columbia Railroad train for Columbia, etc., and with Catawissa Railroad train for Milton, Williamsport,

Catawissa Railroad train for Milton, Williamsport, Elmira, Buffaio, etc.

READING ACCOMMODATION.

Leaves Reading at 629 A. M. stooping at all way stations, strives in Prinselphia at 235 A. M.

Returning, leaves Philadelphia at 420 P. M., arrives in Reading at 739 P. M.

Trains for Philadelphia leave Harrisburg at 725 A. M., and Pottsville at 830 A. M., atriving in Philadelphia at 120 P. M. Anternoon trains leave Harrisburg at 140 P. M. and Pottsville at 2:45 P. M.; arriving at Philadelphis at 795 P. M.

Harrisburg Accommodation leaves Reading at 735 A. ceiphis at 7-65 P. M.

Harrisburg Accommodation leaves Reading at 7-35 A.

M. and Harrisburg at 9-60 P. M.

Market tran with a Passenger car attached, leaves Philadelphia at 12-45, noon for Reading and all way stations: leaves Reading at 11-36 A. M., and Downington at 12-30 P. F. C. Philadelphia and all way stations.

All the above trains run daily. Sundays excepted.

Sunday trains leave Pottsville at 8-60 A. M., and Philadelphia at 3-15 P. M.

CHESTER VALLEY RAILEOAD.

Passengers for Downingtown and intermediate points take the 8-60 A. M. and 4-30 P. M. trains from Philadelphia. returning from Downington at 7-95 A. M. and 2-30 Noon.

phia, retarring from Downington at 705 A. M. and 230 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9:09 A. M. and 8:00 P. M., passing heading at 10 A. M., and 1:48 P. M., connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

He urning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9:06 A. M., passing Reading at 4:49 and 10:52 A. M., arriving at New York at 10 A. M. and 2:45 P. M., Steeping Caracocompanying these trains throng retween Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1:48 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

SCHILLELL VALLEY RAILBOAD.

Dall Irain for New York 188ves harrisburg at 148 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:00 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M., the turning from Tamaqua at 7:35 A. M. for Pinegrove and Trains leave Aubairn at 7:35 A. M. for Pinegrove and Harrisburg, and at 1:50 P. M. for Pinegrove and Tramont; returning from Harrisburg at 4:50 P. M., and from Tremont at 7:50 A. M. and 6:50 P. M., and from Tremont at 7:50 A. M. and 6:50 P. M.

Through first class tickers and emigrant tickets to all the principal points in the North and West and Canadas. The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 2:78. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired for families and firms
MILEAGE TICKETS.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holde only, to all points at reduced rates

CLERGYMEN Residing on the line of the road will be furnished with eards, entitling themselves and wives to tickets at half-

From Philadelphia to principal stations, good for saturday. Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

hall only at the Ticket Office at Thirteenth and Callow-hill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TP * INS.

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6:60 x M. for Reading, Lebanon, Harrisourg Pottsville, Por Clinton, and all points bevond.

MALLS

Close at the Philadelphia Post Office for all places of the road and its branches at 5 A. M. and for all principal Stations only at 2:15 P. M.

PENNSYLVANIA CENTRAL RAILROAD,
WINTER ABRANGEMENT.
The trains of the Pennsylvania Central Raliroad leave
the New Depot, at THIRTIETH and MARKET Streets.
The cars of the Market Street Passenger Railway run
to and from this Depot They leave Front street
every two minutes, commencing one hour previous
to the time of departure of each Train, and allow about
is minutes for a trip. Their cars are in waiting on the
arrival of each Train, and connections are made with all
ronds crossing Market street.
On Sundays—Cars leave Eleventh and Market streets
at 845 P. M. to connect with Philadelphia Express.
Mann's Baggage Express is located at 86.31 S. Eleventh
street. Parties desiring Baggage taken to the trains can
have it done at reasonable rates upon apolication to him.
TEAINS LEAVE AND ARRIVE AT DEPOT, THUS:—
Eric Express.
At 730 A. M.

contract
For in their information, as to time and connections, see bills and framed cards, or spilly to
THOMAS H. PARKE, Tichet Agent at the Dopot.
An Emigrant frain rons daily (except Sunday). For full information as to iare and secommodation, apply to
FRANCIS FUNK No. 137 Dock Street

RAILROAD LINES,

OR NEW YORK.—THE CAMDEN AND Compday's lines

PROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street when, will leave as follows viz.;—
At 6 A. M., via Camden and Amboy Accommoda-At 8 A. M., via Camden and Jersey City Express. 3 06
At 8 A. M., via Camden and Jersey City Express. 3 06
At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger). 228
At 6 and 11 36 P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st class licket.

The 646 P. M. Line will run daily. All others Sundays excepted.
At 7.36 and 11'15 A. M., 3, 3'30, 4'30, 5 and 6'45 P. M., and 12 Midnight, nor Bristol. Trepton. etc.
At 7.A. M., 19'59, 3, 5, and 6 P. M. for Cornwells, Torrisdate, Homesburg, Tscony Wissinoming, Bridesburg and Frankierd, and at 8 P. M. for Holmesburg and Intermediate Stations.

DELVIDERE DELAWARE RAILROAD,

DELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes.
Two through trains daily (Sundays excepted) from Rensington Depot as follows:—
At 730 A M. and 330 P. M. tor Niagara Falls, Buffsle, Dunkirk, Canandaigas, Elmira, Hasoa, Owege, Rochester, Bingbanton, Eswego, Syracuse, Great Bend, Montrose Wilkesbarre, Seranton, Stroudsburg, Water Gap, He videre, Easton, Lumbertvills, Fiemington, etc. The 330 P. M. Lime connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walmut, half an bour before departure. The cars run lite the Depot, and on arrival of each Train, ran from the Depot, and on arrival of each Train, ran from the Depot, and on arrival of each Train, ran from the Depot, and their wearing apparel. All baggage over fly pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amourt beyond slob, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at 3 Walnut at LINES FROM NEW YORK FOR PHILADELPHIA. LINES FROM NEW YORK FOR PHILADELPHIA. At 12 M. and 4 P. M., via Jersey City and Camden.
At 710 and 115 A. M., 6 P. M. and 12 Night, via Jersey
City and Camden.
From foot of Barelay street at 6 A. M. and 2 P. M., via
Amboy and Camden.
From Fier No. 1 North river at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.
January 1, 1866. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—
Depot, THIRD Street, above Thompson,
For BETHLEHEM DOYLESTOWN, MAUCE
CHUNK, EASTON, WILLIAMSPORT, and WILKES
BARRE. BARRE. At 750 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkes-Match Chunk, Harleton, Wallandpool.
barre.
At 3:30 P. M. (Express), for Bethlebem, Easton. etc.,
reaching Easton at 6:45 P. M.
At 5:18 P. M., for Bethlebem, Allentown, Manch
Chunk, Danville and Williamsport.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.

White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6-25 A. M. and 10-22 A. M., and
6 15 P. M.
Leave Doylestown at 6-30 A. M., 3-15 and 5-30 P. M.
Leave Lansdake at 6-10 A. M.
Leave Lansdake at 6-10 A. M.
Leave Fort Washington at 10-50 A. M., and 2-15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket offices,
THIRD Street, or BERKS Street.
65
ELJIS CLARK, Agent

REIGHT LINES FOR NEW YORK AND a 1 the Stations on the CAMDEN and AMBOY and connecting Railroads. Increased despatch.

THE CAMPEN AND AMBOY RALLROAD AND TRANSFOR ATTON COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M., to be forwarded the same day. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Princeton, Kingston. New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad, and at Manunkachunk with all points on the Delaware. Lackswanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shuppers and consigness, must, in every instance.

the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to try the route. When stock is furnished in quantities of two car-leads or more, it will be delivered at the foot of Fortleth street, near the Drove Yard, or at Pier No. 1 North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN. Freight Agent.

11 No. 226 S. DELAWARE Avenue Philadeiphia.

PHILADELPHIA, GERMANTOWN, AND NORMISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1865, until

On and aster WEDNESDAY, November 1st, 1865, until Further Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 33, 4, 5 5 34, 6, 7, 8, 9, 10, 11, 12 F. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 40, 1, 2, 3, 4, 45, 6 55, 7, 8, 9, 10, 11 F. M.

The 825 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 2, and 11 F. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 2, and 11 F. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M., 40, 3-40, 5-40, 8-40, and 10-40 minutes P. M.

Leave Philadelphia 9-10 minutes A. M., 2 and 7 P. M.

Leave Philadelphia 9-10 minutes A. M., 2 and 7 P. M.

Leave Philadelphia 6, 635 minutes A. M., 1240, 5-40, and 9-25 minutes P. M.

Leave Philadelphia 6, 535 minutes, 11-95 A. M., 1%, 2, 45, 5%, 6%, 8-65 minutes, and 11 h. P. M.

Leave Norristown 5%, 7, 750, 9, 11 A. M., 1%, 4%, 6, and 8 P. M.

The 5 b P. M. train will stop at School Lane Wissa-blekon, Manayunk, Spring Mill, and Conshobolekon only. 8 P. M. Solitation of St. 1, 730, 9, 11 A. M., 1%, 4%, 6, and The 5% P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohockon only. ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, and 7 P. M.

Leave Norristown 7 A. M., and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 8.25 minutes, 11.05 A. M., 1%, 3, 4%, 5%, 6%, 8%, and 11% P. M.

Leave Manayunk 6%, 7%, 8.20, 9%, 11%, A. M., 2, 5, 6%, 8%, P. M.

ON SUNDAYS.

S. P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Manayunk 7% A. M. 5%, and 8 P. M.
W. S. WIL-ON, General Superintendent,
Depot NINTH and GHEEN Streets

Leave Manayunk 7% A. M. 5M, and 8 P. M.

W. S. WILL-ON, General Superintendent,
Depot Ninth and GREEN Streets

W. EST JERSEY RAILBOAD LINES,—
From foot of MARKET Street (Upper Ferry).
Daily, except Sundays

FALL AND WINTER ARRANGEMENT.
Commencing WEDNEEDAY, November 15, 1886.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3-29 P. M.
For Milville and all intermediate Stations, at 9 A. M., and 3-10 P. M.
For Cape May and intermediate Stations at 9 A. M., to Millville, connecting with Freight Train Passenger Car attached for Cape May, due 3-45 P. M., and 3 P. M.
For Glassboro and intermediate Stations, at 9 A. M., 40 Millville, connecting with Freight Train Passenger Car attached for Cape May, due 3-45 P. M., and 3 P. M.
For Woodbury, Gloucester, etc., at 9 A. M., 3, 296 and 5-29 P. M.
For Woodbury, Gloucester, etc., at 9 A. M., 3, 296 and 3-29 P. M.
Freight train will leave Philadelphia, from Sandford's Wharf, at 10 A. M., and Camden at 12 M.
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Freight train will leave Philadelphia, from Sandford's Wharf, at 10 A. M., and Camden at 12 M.
Freight train will leave Philadelphia and branches of sensenger accompanies each through train.
The Webst Jersey Express of known train.
Office No 6 Wannat street

1865 — PHI LA DE LPHIA AND ERIE
RAILROAD.
This great line traverses the Northern and Morthwest counties of Pennayivania to the city of Erie, on Lake File. It has been leased and it is operated by the Pennayivania Railroad Company.

1866 Express Trains without coanne, both ways, between Philadelphia and Express Tr